



Hongkong Daily Press.

ESTABLISHED 1857

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AT THE REQUEST OF THE
LOCAL GOVERNMENT BOARD FOR IRELAND
The remarkable feeding experiment
conducted in the School
of Physiology, Trinity College,
Dublin, at the request of the
Local Government Board for
Ireland, proves that
BOVRIL
when added to a fixed diet, has
a body-building effect equal to
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DETAILS OF THESE EXPERIMENTS CAN BE HAD UPON
APPLICATION

No. 16,597. 號七十九百五千六萬壹第 日二十月六年三統宣 HONGKONG, FRIDAY, JULY 7th, 1911. 正拜禮 號六月七年一十百九千一英港香 PRICE \$3 PER MONTH.

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[a30-6]

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[a1351]

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Hongkong, 29th April, 1908. [a792]

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8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
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Hongkong 16th June, 1911 [a545]

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No. 1	510 ft.	77 ft.	26 ft.
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and AIR GUNS in Variety.
Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [a608]

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Hongkong, 1st September, 1910. [a43]

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Hongkong, 4th December, 1907. [a32]

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Lessee and Manager: R. H. STEPHENSON
Hongkong, 7th July, 1911. [a299]

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Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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LONDON: A.B.C. 5th Ed. LONDON.
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MARRIAGE.

On June 3rd, at Palmerston Place United Free Church, Edinburgh, by the Rev. R. Inglis, M.A., Newtown St. Boswell, FRANK C. EVE, M.D., Caithness, M.B.C.P., London, of Hull, to SARAH E. LLOYD, M.B., Ch.B., only daughter of C. B. Lloyd, Hongkong, and Mrs. Baynes, Newtown St. Boswell.

HONGKONG OFFICE: 10A, DES VOGES ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 7TH, 1911.

The speech made by His Excellency THE GOVERNOR in the Legislative Council about six weeks ago with the object of showing that no grounds exist for pessimism regarding the general prosperity of the Colony has caused the publication of the official reports on which the speech was based to be awaited with more than ordinary interest. Yesterday the Report of the Harbour Master was laid upon the table of the Legislative Council. His Excellency's recent statement that the shipping statistics for 1910 exceeded all previous records caused more surprise, perhaps, than any other announcement in the speech. The Harbour Master's reports show that "the total of shipping entering and clearing at Ports in the Colony during the year 1910 amounted to 547,164 vessels of 36,534,361 tons, which, compared with figures for 1909, shows an increase in numbers of 19,884 vessels with an increase of 1,703,515 tons. These totals are the largest yet reached, exceeding all previous records by 15,052 vessels and 506,051 tons." The further particulars furnished in the Report show, however, that there was a decrease of 3,980 vessels engaged in Foreign trade in 1910 as compared with the number in 1909, but in spite of this the tonnage employed in Foreign trade exceeded that for 1909 by 745,131 tons. The explanation of

this may be found in a paragraph in the Report which states that the average tonnage of individual ocean vessels entering the port has once more increased—from 2,390.4 tons to 2,457.3 tons. An examination of the table of statistics printed on page 3 of the Report shows an increase of 185 British ocean-going vessels and 703 British river steamers. The decline in the number of vessels engaged in foreign trade is accounted for by a decrease in the number of junks engaged in foreign trade, attributed to successful competition by the river steamers at low rates of freight. Junks engaged in local trade (about one-half the number being represented by conservancy boats) also show a considerable decline, though the tonnage increased. The principal factor in the total increase of vessels is represented by "steam launches plying in the waters of the Colony." Under this heading an increase in numbers of 26,026 is shown. The statistics given for launches represent "number of trips made within and without the harbour." Now, the tonnage of launches and junks engaged in local trade show an increase of 958,385 tons, but nearly 500,000 tons of this increase is represented by conservancy and dust boats, and cannot therefore be regarded as indicative of the prosperity of the port. If we leave launches and junks engaged in local trade (including the conservancy and dust boats), entirely out of the reckoning we get, as we have said before, a net decrease of 3,980 vessels engaged in foreign trade, but a net increase of 745,131 in tonnage. The Colonial revenue benefits, as this additional tonnage represents additional light dues, but Hongkong being a free port, no statistics of trade are available, and it is therefore not possible to conclude that increased tonnage necessarily means increased imports or exports. Yet when we find the Statistical Secretary of the Imperial Maritime Customs, saying in his report on the Foreign Trade of China in 1910 that the value of the foreign trade with China shows a great advance and that the trade through Hongkong shows an increase of 33 million taels, how easy it is to conclude that this increased tonnage did in fact indicate improved prosperity in the Colony? Merchants and the shipping companies, however, appear to have great difficulty in recognising the year 1910 as one of improved prosperity for the Colony, and the inference, therefore, is that this increase of trade through Hongkong noted by the Statistical Secretary of the Chinese Maritime Customs, though it might suggest a reason for the increased tonnage calling at the port, does not necessarily mean that a larger trade was done here, and more cargo handled in the harbour. In the section of the Harbour Master's Report dealing with Trade, Commander TAYLOR tells us "that the total reported imports in 1910 showed an increase of 2.4 per cent., and Exports an increase of 10.2 per cent., while transit cargo showed a decrease of 0.3 per cent.; but, as he says, these figures are not reliable, because in the absence of a Customs Staff there are no means of collecting accurate information. Therefore, it remains for those who deny that the Colony's trade is prospering to explain away all these statistics, which prima facie are evidence to the contrary."

Three cases of plague were reported yesterday. The total for the year now stands at 187. A Chinese who until recently resided at Tsz Mi Lane, West Point, is reported to have absconded with \$290.

The body of a Chinese, about 20 years of age, was yesterday found floating in the harbour opposite Holt's Godowns. The police were notified yesterday that \$70 had been stolen from the occupant of No. 70 Leighton Hill Road. Two house boys are suspected of the theft.

For stealing a tin of drivers from the s.s. *Falls of Niagara* Mr. Hazeland at the Magistracy yesterday sentenced a Chinese to two months' imprisonment and four hours' stocks.

Major H. C. Evans, R.M.L.I. (intelligence officer borne on H.M.S. *Tamara*), completes in a few weeks seven years' service in his present rank, and in the ordinary course will be promoted to lieutenant-colonel by brevet.

Our Macao correspondent writes that the typhoon did no considerable damage in that city. The *Praya Grande* has suffered somewhat by the sea washing over it, but Macao did not get the full force of the blow.

Singapore papers announce the death of Assistant Surgeon A. L. Williams, Deputy Port Health Officer, and eldest son of Mr. and Mrs. A. P. Williams, whose death took place after an operation for abscess of the liver. The deceased gentleman was 27 years of age. He leaves a widow to mourn his loss.

Mr. Sam Hong See, the chief comprador of the Banque de l'Indo-Chine, at Bangkok, has died. He was well-known to many in Bangkok, having arrived from Hongkong some 12 years ago, since when he has been fairly prominent in business circles. He leaves several wives and children and an estate said to aggregate over Tcs. 150,000.

Charges and counter charges of assault were preferred by a crew of put off Indians who are being conveyed to Calcutta by the steamer *Japan*. The Indians were formerly the crew of the *Breco-shire*, which vessel was recently sold to the Japanese. On the voyage between Japan and Hongkong a quarrel arose as to who should act as cook, and two dusky men decided to settle this matter by a fight, in which knives were freely used. Several men were injured before the quarrel was stopped. Eight men were charged before Mr. Hazland at the Magistracy yesterday, and the hearing was adjourned until Saturday.

The Public Works Committee, at a meeting held on the 8th June, reported as follows with regard to fencing in the gardens of Royal Square:—The members of the Committee, who had studied the conditions on the ground, were of opinion that the putting of the existing iron railings and granite pillars enclosing the gardens belonging to the Government on the Shanghai Bank should be adopted for the gardens belonging to the Government on the following ground: (a) They are sufficiently elegant; (b) They are reasonably inexpensive; (c) They are sufficiently high to exclude intruders.

We have received a copy of the Coronation Number of the *Yellow Dragon*, Queen's College Magazine. The pages are printed within red borders, and the yellow dragon which adorns the front page looks a very good beast in its red embellishment. Besides full accounts of the Coronation celebrations at the College the magazine contains the Prize Poem and others, the address on the subject of the Coronation to the schools written by H. E. the Governor, and a number of College Notes. Among the announcements made is one that a "track ship" is to be established, following the precedent of the best English Public Schools; another is that a C-alleage Shield has been subscribed for, to mark the Coronation and to stimulate an interest in the game of water polo. The shield is to be competed for annually by the different schools in the Colony.

A contractor residing at A. Chung Lane spent a day collecting debts on Wednesday, ignorant that his steps were being dogged by robbers who evidently intended to hold him up as he was returning home. By a lucky chance the police got information of the affair, and before the two men could carry out their plan they were arrested by the chief Chinese detective and a number of his men. On their persons were found new guns and newly sharpened daggers. The defendants were charged before Mr. Hazland at the Magistracy yesterday, and each was fined \$100, or three months' imprisonment, for being in possession of arms for unlawful purposes.

On Wednesday a Chinese tailor living at 38, Stanley Street, called upon Mrs. Alexander at the Kowloon Docks to collect a bill. A child, who had been playing in the room in which the defendant was shown, left a bangle on the floor, and during the absence of Mrs. Alexander the defendant picked it up and put it in his pocket. His bill was settled, and after his departure it was discovered that the bangle was missing, and the police were communicated with. Inspector Allan subsequently visited the tailor's shop and found the bangle in his pocket. When charged before Mr. Hazland at the Magistracy yesterday with the theft, he denied stealing the bangle. He said he saw it on the floor, thought it did not belong to the complainant, and picked it up. There was a previous conviction against the defendant, and his Worship sentenced him to six months' imprisonment with hard labour and four hours' stocks.

INDO-CHINA STEAM NAVIGATION COMPANY.

We are informed by Messrs. Jardine Matheson & Co., Ltd., the General Managers, that they have received a telegram from London to the effect that the annual general meeting of shareholders in the Indo-China Steam Navigation Co., Ltd., will take place on the 13th instant, that £20,000 has been transferred from the Underwriting Account, which will then stand at £114,200, and that £5,000 has been written off the expenses of the debenture issue. After providing for the usual depreciation and the interim dividend paid in November last there remains a balance of £27,993, out of which the Board of Directors recommend the payment to the holders of Preferred Ordinary shares of 3 per cent., being balance of the dividend for 1908, and 6 per cent., being the dividend for 1909, leaving the dividend for 1910 still in arrears. A balance of £5,683 is carried forward.

SHAMEN MUNICIPAL COUNCIL.

Minutes of a meeting held on the 3rd July, 1911. Present: Messrs. A. V. Hogg (Chairman), C. Ahrendt, L. N. Gilman, R. C. Martin, and the Secretary (Mr. Matheson).

OFFICES.

Mr. A. V. Hogg was appointed Chairman in the place of Mr. T. E. Griffith, who had resigned on his leaving the port. Mr. L. N. Gilman was appointed Treasurer in the place of Mr. A. V. Hogg.

NEW MEMBER.

At the last meeting of ratepayers Mr. R. C. Martin was elected a member of the Council in the place of Mr. W. W. G. Ross, who had left the port.

SHAMEN WATER SCHEME.

The Chairman remarked that he had heard nothing further from the firm of engineers who put forward the general filtration system. Since then he had been informed that there were many other schemes. After discussion it was decided to appoint Mr. C. B. Thomas as consulting engineer to go thoroughly into the various schemes and report as soon as possible.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE MOROCCO SITUATION.

LONDON, July 6th.

The Berlin evening newspapers state that German official circles declare that Germany seeks nothing in Morocco; it is for France to declare what she is seeking.

The Paris journals authoritatively state that the French Government are quite willing to enter into negotiations if desired with Germany provided Great Britain and Spain also participate. Russia would probably be consulted.

The politicians in Paris have arrived at the conclusion that the German action constitutes a definite assertion of the resolve to participate in the final settlements of the Moroccan question. It is inferred in some quarters that Germany will be ultimately content with compensation elsewhere. Meanwhile the new situation involved in the German acquisition of a port on the Atlantic coast pre-occupies the Naval powers.

LATER.

An inspired statement in Paris declares that France is desirous to enter into conversations with Germany, but they would take a more favourable turn if the German warships were recalled from Agadir.

The German press anticipates a calm and businesslike treatment of the question by Paris and London, and points out that the departure of the Kaiser for Norway shows that the situation is viewed without anxiety in Berlin.

LATER.

The *Daily Graphic* states that though there has been an Anglo-French exchange of views, nothing has been concluded.

The Foreign Office, after the Cabinet Council meeting on Tuesday, intimated to the German Ambassador that Great Britain would not contemplate, without the gravest concern, the possibility of the establishment of a German naval station at Morocco.

PENNY POSTAGE.

LONDON, July 6th.

Australia is negotiating with the United States for a reciprocal penny postage.

COMPULSORY VOTING IN AUSTRALIA.

LONDON, July 6th.

The Victorian (State) Government is about to introduce a Bill making voting for elections to Assembly compulsory.

THE STATE INSURANCE BILL.

LONDON, July 6th.

The House of Commons has started on the gigantic task presented by the committee stage of the State Insurance Bill. There is a perfect volume of amendments, and there is little prospect of the session being brought to an end before the third week of September.

Mr. Lloyd George has announced that any alteration would not be regarded as a defeat of the Government or himself.

DEATH OF A FORMER QUEEN OF PORTUGAL.

LONDON, July 6th.

The death has taken place at Turin of Queen Maria Pia, grandmother of ex-King Manuel.

[The deceased lady, who was a daughter of the Italian Royal House, was born at Turin in 1847, and in 1862 married King Louis of Portugal. At the revolution in Portugal last year she left the country to return to her native land.]

A PREMIER'S SISTER MARRIED.

LONDON, July 5th.

Mr. Fisher's sister Janet yesterday married Constable George Galt of the Liverpool Police. The Premier of Australia gave away his sister. The ceremony took place in the Westminster Road Chapel, Liverpool, which was decorated with Union Jacks and Commonwealth flags.

AEROPLANING ROUND ST. PAUL'S.

LONDON, July 6th.

Mr. Graham Gilmour encircled St. Paul's in an aeroplane last evening.

[THROUGH REUTER'S AGENCY.]

REVOLUTION SMOULDERING IN PORTUGAL.

LONDON, July 6th.

The Portuguese are vigilantly watching the northern frontiers, where the revolutionary movement is still smouldering. Mail advices show that the consignments of arms and munitions seized by Spain were of the most formidable character.

LATER.

The rumours of a Monarchist revolt and fighting at Lisbon yesterday are not confirmed.

A BRITISH IMPERIAL COUNCIL OF COMMERCE.

LONDON, July 6th.

At a meeting in London of representatives of the Chambers of Commerce of the Empire, it was resolved to form a British Imperial Council of Commerce.

RIOTOUS SCENES IN MANCHESTER.

PEKING, July 6th.

Attempts to move lorries with provisions from the railway yards to the markets and shops at Manchester were frustrated yesterday by mobs throwing stones, bricks, iron bars and sticks, despite repeated charges by the police, some of the latter being mounted and waving their swords.

Altogether there were a hundred casualties on Tuesday and Wednesday.

A Squadron of the Scots Greys, 400 men of the Staffordshire Regiment and 300 of the London Police were sent to Manchester last night.

THE ROYAL GEOGRAPHICAL SOCIETY.

LONDON, July 6th.

Lord Curzon is making an appeal for £100,000 to provide new premises for the Royal Geographical Society.

WHEAT SUPPLY AFFECTED.

LONDON, July 6th.

The corn markets of Chicago and Kansas became most excited on the receipt of the reports that the unprecedented heat had burned the Oklahoma crops and scorched the Kansas fields from end to end. Prices at Chicago rose 4 7/8, and at Kansas 6 points.

THE HEAT WAVE IN AMERICA.

LONDON, July 6th.

At Montreal the heat wave has caused 183 deaths in two days. This includes 146 children. In New York the deaths reported numbered 26, Chicago 19, Pittsburgh 15, New England 31, and Philadelphia 9.

THE VETO BILL.

LONDON, July 6th.

The Lords have passed Lord Lansdowne's amendment to the Veto Bill by 253 to 46 votes.

Lord Selborne, in winding up the debate, stated that if the Government were temporarily successful the people would eventually recognise the strength of the Lords' case and make it prevail. These remarks are regarded as indicating that the Lords will yield.

LABOUR GAIN AT HULL.

LONDON, July 6th.

Polling took place at Central Hull yesterday to fill the vacancy caused by the unseating of Sir H. Seymour King, Unionist M.P., on petition. The Unionist candidate, Major Sykes, received 3,283 votes, and the Liberal (Labour), Dr. Aske, 2,545. [At the last election Sir H. Seymour King had a majority of 207.]

ENGLISH CRICKET.

LONDON, July 6th.

Oxford beat Cambridge by 74 runs.

SIR FRANCIS YOUNGHUSBAND.

LONDON, July 6th.

A message from Verviers in Belgium states that Sir Francis Younghusband is improving and is now expected to recover.

[DAILY PRESS' EXCLUSIVE SERVICE.]

PLAGUE IN SIBERIA.

PEKING, July 6th.

There is a widespread epidemic plague outbreak among tatars in the Amur District and Siberia. Russian and Chinese doctors are hurrying thither to study the nature of the disease.

EXCITEMENT ON TOKYO EXCHANGE.

Tokyo, July 6th.

The market for a week past has been in the most excited state. The Exchange was hulled four points yesterday and fifteen points to-day, and the Osaka bears could not meet their liabilities when the market closed. [This refers no doubt to dealings in Tokyo train stock.—Ed.]

[THROUGH REUTER'S AGENCY.]

TURKEY AND ALBANIA.

LONDON, July 6th.

A message from Constantinople states that as the negotiations with the Albanians are not progressing, preparations are being ordered for a general mobilisation, and leave granted to officers has been cancelled.

A Cetinje dispatch states that King Nicholas ordered a mobilisation of seven thousand troops on the frontier yesterday, but postponed it in view of Turkey probably extending the amnesty.

PROSPECTS OF GENERAL ELECTION DENIED.

LONDON, July 6th.

The Postmaster-General, the Right Hon. H. I. Samuel, in a message to his constituents, says there is no reason whatever to anticipate a General Election to interrupt the session.

LOCAL SPORT.

R.H.K. GOLF CLUB.

The Captain's Cup and Pool were played for on 1st to 3rd July with the following results:

CAPTAIN'S CUP.		
D. Templeton	96	18
J. R. Boyes	92	13
A. C. E. Elborough	92	13
Rev. W. Foster-Pegg	80	8
C. A. Tomes	96	12
A. Ritchie	95	10
Comdr. Gregory	101	11
J. H. Little	107	16
Engr. Comdr. Rundle	111	18
R. Sutherland	105	9

34 Entries.		
J. R. Boyes	92	13
A. C. E. Elborough	92	13
Rev. W. Foster-Pegg	80	8
G. S. Arelbutt	98	18
K. S. Morrison	93	11
C. A. Tomes	96	12
Comdr. Gregory	101	11
J. H. Little	107	16

* Divide.

MEANING OF THE WORD "IMPERIAL."

Sir C. Kinloch-Cooke in Parliament asked the Secretary for the Colonies whether he would consider the advisability of utilising the presence in this country of the Prime Ministers of the Oversea Dominions for the purpose of discussing with them what official meaning should be throughout the Empire attributed to the word "Imperial," and whether he was aware that in the Dominions overseas, as well as in the Crown Colonies the Home Government was invariably referred to as the Imperial Government.

Mr. Harcourt said he thought it would hardly be profitable to discuss the question with the Prime Ministers of the Dominions. The expression, strictly speaking, was not an official term or designation and was only adopted at the conference in 1907 to mark the association between the Government of the United Kingdom and those of the self-governing Dominions.

Sir C. Kinloch-Cooke.—Would it not be advisable in the interest of everybody concerned that an official designation should be given to the word "Imperial"?—

Mr. Harcourt.—No, sir.

THE FIRST AVIATOR.

Lord Charles Bessford made an amusing speech at the annual dinner of the Royal Geographical Society at the Hotel Cecil in proposing "The other guests." The Scriptures, he said, had the honour of producing the first submarine inventor—Jonah—(laughter)—and his vehicle was a whale. The whale was a mechanical submarine, and there was no difficulty in getting out of it. It had a kind of automatic arrangement called an ejection apparatus, which was quite efficient, and the process of which he dared say the President of the Royal College of Surgeons could explain. The latest development of science was that of flying. The first renowned aviator was Elijah. He was the origin of the term they had in the navy—sky pilot. He trusted he had said enough to explain the extraordinary antiquity of the science of geography. (Laughter.)

THE HIPPODROME CIRCUS.

There was a varied, interesting and thrilling programme at the Hippodrome Circus last night, and the numerous spectators present were manifestly delighted with the entire performance. Many old favourites made their reappearance in the arena, and new acrobats and jockeys, introducing new feats, added to the renown of the Hippodrome Circus.

Following the overture of the band came Master Jenkins, a fearless youth of twelve, whose feats as a jockey gave no less entertainment to the spectators than they did to the youngster himself, for he entered upon his riding acts with all the pleasure of boyhood. Mounted on a sprightly little pony, he appeared to be as much at home vaulting high hurdles in a standing position as while sitting in the saddle. The equine midget marvel, Black Diamond, danced and jumped a number of closely set hurdles to the accompaniment of fast music. The latter feat could not have been done more gracefully or more skillfully by a greyhound. The rolling globe, on top of which Miss Elliott circled the arena, was well under her control, and she steered it up and down an incline with great ability. Miss Marion's acrobatic net was an excellent display of horsemanship, and Miss Elliott's nerve, grace and skill on the single trapeze evoked the admiration and applause of the spectators. The acrobatic display of the talented Myers troupe never grows monotonous. The smaller members spin in the air, turning somersaults with a blazing half-hoop in an amazing manner. On the ground the whole troupe mingle in a wonderful display, which is carried out with machine-like precision. A remarkable double jockey act is introduced by Dicky Bell and Master Jenkins, and there is charm and rhythm in the Spanish dance of the Misses Catherine, Marie, Bella and Audina. The well-trained elephants of Professor Jones enter the arena with squeals and flourishing trunks, looking about as elusively as it is possible for these animals to look. But after witnessing their Blondie and balancing feats, the spectator is bound to admit that the adjective does not apply to them. The Jenkins family of acrobats are a sturdy troupe, and from the head of the family down to the baby son, appear to be what is generally known as "double-jointed." With flying somersaults, mid-air flights and wonderful balancing feats they hold the interest of the spectators, who are continually moved to applause. "There's nothing new under the sun," we are told, and when the clown makes his joke there is always a spectator to remark, "I've heard that before." There may have been a few at the Circus last night who heard the jokes of Rocco and Jenkins before, but they were certainly not of the stereotyped order and were generally received with roars of hearty laughter. The programme was brought to a close by the performing lions, introduced by Trainer Urban. The intrepid trainer treated his wild pets as though they were so many lambs, just keeping beyond reach of their swinging paws. The crack of his whip caused them to display their glistering teeth, or to send a roar through the matchbox, but they never disobeyed an order, and were quite docile when he sat on their backs, fed them from a plate, or made a couch of them. He also did the daring and somewhat foolhardy feat of putting his head between the jaws of one of the bigger animals, a feat which not a few of the spectators disapproved and which may be done since too often. On the whole, the Circus keeps up its standard of excellence, and doubtless many will be attracted to the matchbox at Causeway Bay during the period of its stay.

CHRISTIAN SCIENCE IN HONGKONG.

As will be seen from our advertising columns, Mr. W. D. McCrackan, M.A., O.S.B., a member of the Christian Science Board of Lectureship, will give a lecture in Hongkong on Christian Science, a subject which has an interest for not a few in the Colony. Of the lecturer the *Boston Herald* says:—

W. D. McCrackan, M.A., is an interesting personality. An author and a close student of contemporary affairs, Mr. McCrackan is also a much travelled man. He has penetrated into the almost unknown interior of Asia Minor; he has studied in Switzerland and Belgium; Italy, Turkey, Greece and Germany are as familiar to Mr. McCrackan as the United States. Probably he is best known to the literary world by his "Rise of the Swiss Republic," which called forth the highest praise from leading critics in England and on the Continent. Mr. McCrackan was born of American parents at Munich, Germany, about 45 years ago. He was First Reader of The First Church of Christ, Scientist, Boston, U. S. A., from 1905 to 1908, and since that time has been a Member of the Board of Lectureship of that Church. He has a pleasing personality and is an excellent speaker.

THE CALCUTTA SWEEP.

Dr. Bolton, the emigration agent for Trinidad at Calcutta, who drew Sunstar in the G.T.C. Derby sweep, disposed of a half share in it for £12,000. With the first prize amounting to about £65,000, the lucky man still pockets well over £40,000—a comfortable fortune. Master of Warrington Workhouse, his wife, and a lady friend have secured a return of £18,200. The profitable investment was obtained as the result of purchasing three tickets in the sweep, and but for the fact that he sold before the race, half of the ticket with which he drew Sunstar, the horse which ran second. Mr. Aubrey would have received about £24,000. It was agreed, in March last, when Mr. Aubrey purchased the tickets, that any sum that might be won should be divided. Thus he and the two ladies each secure just over £6,000. The number of the ticket was 211,915.—*Overseas Mail*.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—
His Excellency the Governor, Sir Frederick Lugard, G.C.M.G., C.B., D.S.O.
His Excellency Major-General C. A. Anderson, C.B. (General Officer Commanding the Troops).
Hon. Mr. W. D. Barnes (Colonial Secretary).
Hon. Mr. C. G. Alabaster (Attorney-General).
Hon. Mr. A. M. Thomson (Colonial Treasurer).
Hon. Mr. W. Chatham, C.M.G. (Director of Public Works).
Hon. Mr. A. W. Brewin, C.M.G. (Registrar-General).
Hon. Captain F. W. Lyons (Captain-Superintendent of Police).
Hon. Dr. Ho Kai, M.B., C.M.O.
Hon. Mr. Wei Yuk, C.M.G.
Hon. Mr. E. A. Hewett.
Hon. Mr. H. B. Pollock, K.C.
Hon. Mr. C. Montague Ede.
Hon. Mr. C. H. Ross.
Mr. C. Clement (Clerk of Councils).

The minutes of the previous meeting were read and approved.

CORONATION CONGRATULATIONS.
His Excellency.—I have received two telegrams in connection with His Majesty's Coronation which I think will be interesting to the Council. The first is from the Vice-Admiral commanding the German Cruiser Squadron at Tsingtau. It is as follows:—

Tsingtau, 21st June, 1911.
SIR FREDERICK LUGARD,
Governor of Hongkong.
I desire to express to your Excellency the heartiest congratulations of the German Cruiser Squadron on this day of the Coronation. May Their Majesties the King and Queen be vouchsafed a long and blessed reign to the benefit of the English nation.

VON KRONIK,
Vice-Admiral.
The second is from the Viceroy of Canton. It is as follows:—

Canton, 22nd June, 1911.
GOVERNOR, Hongkong.
Today celebrates, amid great rejoicings, the Coronation of His Majesty the King, and all friendly States share your joy. To express my friendly regards and my gratitude for the assistance you have rendered me whenever needed I send you this telegram with an expression of hearty congratulations.

CHANG,
Viceroy of Two Kwongs
Hongkong, 25th June, 1911.

FINANCIAL—NEW SALARY SCHEME.
The COLONIAL SECRETARY.—I beg to lay upon the table, by command of H.E. the Governor, Finance Minutes Nos. 32 to 41, together with the correspondence relating to No. 40, and move that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded.
His Excellency.—Gentlemen, in connection with these Finance Minutes which have been laid on the table I desire to say a few words in explanation of one which is of exceptional importance, No. 40, regarding which there is a special sessional paper laid upon the table. No. 8. I think it will be for the convenience of members if I add a few words to the explanation given in that paper. Formerly, as you are all aware, the salary of officers in the service of this Colony was paid in dollars. With the fall in the gold value of the dollar, which in the year 1876 was equal to four shillings sterling, compensation was granted to the extent of 25 per cent. of the salary and as the silver value of the dollar continued to decline this compensation was increased in later years to 50 per cent. of the salary. Owing to the continual fluctuation in the value of the dollar and its continually decreasing value the Secretary of State decided in the year 1902 that all salaries of civil servants should be paid in sterling and converted at the current rate of exchange of the day. Officers appointed subsequent to that date were therefore appointed on a sterling salary, and when they were promoted to any post a salary was given to them fixed in sterling, and the sterling salary scheme, which will be found in the Civil List on pages 148 and 162, was introduced. Officers who at that time were in possession of dollar salaries were given their choice of retaining those salaries and the privileges which went with them, or of accepting the new sterling scheme, and this arrangement was simultaneously introduced into the Straits Settlements and the Federated Malay States. The intention had been to somewhat increase the salaries when they were converted from dollars into sterling, at the same time that certain privileges of conversion for the purposes of leave and pension were to be abolished. These privileges had allowed of the dollar being converted in some cases at four shillings and in some at 3/8. In the Straits Settlements the whole of the service accepted the new sterling scheme with the exception of a few whose length of service rendered their pension privileges too valuable to be abandoned, but in Hongkong very few indeed accepted. The reason for that is given in the first paragraph of the sessional paper on the table. It was because a mistake was made and dollar salaries were converted at 25 per cent. exchange compensation rate instead of at 50 per cent., the rate which had already been sanctioned. The sterling salaries therefore became very much less than the dollar salaries for the same posts had previously been, and, of course, very much less than they were in the Straits Settlements, and when it became known that this was the condition of things, naturally only those who had joined this service who had failed to secure admission into the Straits Settlements. There was, and has

been continuously since, a great deal of discontent among the junior members of this service. Those facts were represented to the Secretary of State in June, 1907, by Sir Henry May, who was at that time administering the Government, and not long after my own arrival in 1903 I also represented the whole case. However, no action was taken, for reasons which I am not able to assign. I decided again early in 1910 to represent the whole matter to the Secretary of State, and I did so in a dispatch dated 22nd April, a summary of which is given in this paper. I proceeded myself on leave almost immediately after that dispatch was posted, and I was prepared to give any further detailed explanation verbally to the Secretary of State at the Colonial Office if the necessity for doing so should arise. However, I heard as soon as I reached England that representations had been made by the Straits Settlements and the Federated Malay States with a view to an increase of salaries, in spite of the fact that they were already in the enjoyment of higher salaries for equivalent posts than the officers in this service. This representation was based on local circumstances which probably do not apply to Hongkong. A memorial from the officers of the Federated Malay States had reached the Secretary of State, and I understand that the Governor had asked the Colonial Office that an official should be sent out to investigate the whole of the circumstances. In consequence of this memorial and dispatches from the Governor of the Straits, Lord Crewe decided to send out from the Colonial Office an official, Mr. Stubbs. He referred to me and asked me whether I would consent to Mr. Stubbs coming on to Hongkong to make a similar investigation here. I replied that I had dealt with the whole subject fully in my dispatch and that I was prepared to give further explanation if required. I did not think it necessary to incur additional expense of sending out an officer to make investigations here, but as it had been decided that he should go to the Straits, if the Secretary of State desired, he could come here and I would offer no objection. In consequence Mr. Stubbs arrived here in December last, and we had several conversations on the subject. There was no question as to the necessity for an increase in salaries. The question rather was what form the increase should take, from what date it should be allowed, and what the amount should be, and also, as regarded the status and the emoluments of certain particular appointments. It was decided that a system of duty pay should be introduced as had already been decided in the Straits Settlements and the Federated Malay States. It was a system which I have always favoured, and which I believe would be to the advantage of both the Government and the officials themselves. The actual rates decided upon will be seen in page 3 of the sessional paper. You will see from that in classes 1 and 2 that no alteration was made in the rates of salary, but in class 1 duty pay of £150 a year has been added, and in class 2 £120. Class 3 reduces the standard from £430 rising to £540 by £20 (nominally to £440 rising to £550, by £20 annually, with the addition of £10 duty pay. The Secretary of State suggests that this scheme if approved by the Legislative Council should come into effect as from the 1st July last, and I recommend this to the Council. The cost, you will see, is calculated at \$6,241 for the current half-year. Therefore, it will be about double in subsequent years. That, the increase is not an excessive one, is, I think, amply proved by the fact that not a single dollar officer thought it worth while to accept it. It cannot therefore be called an increase on present salaries, and probably it can hardly be called even an equivalent, but it introduces, as I said, a system of duty pay. The advantages which I think that system carries in the first place to the Government are that it does not add to the burden laid on the revenue of the Colony in pensions, because duty pay is only given to an officer while he is actually performing the duties of his office. It is not given to him while on leave and it is not pensionable. In the second place it is an inducement to an officer to stay on at his work and not to go too frequently on leave. In a climate like Hongkong it is not necessary for an officer to go too frequently on long leave to England and be absent from his duties, and from the point of view of the officer it affords a substantial increase in emoluments and no decrease in pension. At the same time it affords them an opportunity for saving a little money in order to pay for passages when the time comes to go home on leave. Secondly, it has this advantage: When an officer is acting for another on leave he at once draws duty pay as soon as he begins to act, instead of having to wait three months before he gets any portion of the pay of the officer absent. The Secretary of State desires that this system of duty pay should extend to all branches of the service, and I am now preparing a scheme which will be laid before the Council when ready. As this motion affects personally the private interests of official members of this administration, the official members will not vote upon it, and in recommending it to the official members I would impress upon them the fact that it is not in the nature of an increase of the salaries of the officers of the administration, but rather in the nature of a tardy act of justice in that it will not increase the emoluments of office beyond those now drawn by dollar officers, and will tend in some degree to remove the disparity under which this Colony labours in comparison with Singapore. When I lay my further scheme before this Council I may probably have some other suggestions to make with regard to cadets, for I would point out to you that the scheme now before the Council limited

to officers holding cadet posts and does not affect the technical branches of the service, such as the medical officers, public works departments, and others, as the salaries of these are largely subject to the law of supply and demand, and the grievance does not so strongly exist in their case. In the further scheme which I trust to lay before the Council I shall have remarks to make on these branches. With regard to cadet service the further proposals which I may have to put before you will be perhaps that there should be a charge for rent in all cases where government quarters are occupied, that increments should be annual instead of triennial, and also with regard to periods of leave. I am convinced, gentlemen, that the proposals before you are for the good both of the service and its officers, and I recommend them strongly to you. I have not thought it advisable to delay this measure of reform for the larger scheme, and I hope unofficial members will view the proposals favourably.

The motion was agreed to.

PUBLIC WORKS COMMITTEE.

The DIRECTOR OF PUBLIC WORKS, by command of H.E. the Governor laid on the table the report of the Public Works Committee No. 2.

SCATTERING AND CONSERVANCY BY-LAWS.
The COLONIAL SECRETARY.—Sir, I beg to move the approval of the Council of by-laws made under section 16 of the Public Health and Buildings Ordinance, 1903-09, which are in the hands of hon. members. The by-laws only reached the office a short time ago, and it was not possible to get them in the hands of hon. members previously. I understand they were passed by the Sanitary Board and submitted in the usual form.

The COLONIAL TREASURER seconded, and the motion was agreed to.

PROBATES AMENDMENT ORDINANCE.

The COLONIAL TREASURER moved the first reading of a Bill entitled, "An Ordinance to amend the Probates Ordinance, 1897."

The ATTORNEY-GENERAL seconded, and the Bill was read a first time.

According to the objects and reasons, the amendments (a) and (b) together with an amendment which is being made by the Stamp Amendment Bill, 1911, in the Stamp (Amendment) Ordinance, 1909, are introduced to prevent doubts arising with regard to the Chinese law of inheritance, as it has been suggested, though not proved, in a recent case (*Li Chok Hung v. Li Pui Chai*) that the French principle of *le mort saisit le vif* is recognised as a portion of the law of China, and that consequently unless probate duty is collected, as estate duty is in England, since the Finance Act, 1894, on property passing on death, it cannot be collected at all, because, it is contended, the deceased leaves no estate. The amendment (c) is an amendment consequential on the Convention between the United Kingdom and Japan signed and ratified at Tokyo in 1900.

STAMP AMENDMENT ORDINANCE.

The COLONIAL TREASURER moved the first reading of a Bill entitled, "An Ordinance to further amend the Stamp Ordinance, 1901, and the law relating to Stamps and Stamp Duty."

The ATTORNEY-GENERAL seconded, and the Bill was read a first time.

The objects and reasons state that the provision to section 8 (2) of the Principal Ordinance (Ordinance No. 16 of 1901) is introduced to enable transfers of shares, bills of exchange and promissory notes to be stamped after execution in cases of sudden departure from the Colony or other like cases. The words deleted by section 3 relate to a duty which has been obsolete since Ordinance No. 38 of 1902 was passed. Sections 4, 5, 6, 7, 9 and 10 are based on the Imperial Stamp Act, 1891, to the corresponding section of which reference is made in the marginal notes. Section 11 brings to a local practice note in force with the practice introduced into England by the Finance Act, 1894, which makes the duty payable on the value at the time of the grant of probate. The words "passing on death" are also introduced to prevent doubts arising with regard to the Chinese law of inheritance, as it has been suggested, though not proved, in a recent case (*Li Chok Hung v. Li Pui Chai*) that the French principle of *le mort saisit le vif* is recognised as a portion of the law of China, and that consequently unless probate duty is collected on the property passing on death it cannot be collected at all, because, it is contended, the deceased leaves no estate. The amendment effected by section 20 is intended to make the rates of interest uniform throughout the Colony. Sub-section (1) and (2) of section 13 are introduced to remove doubts, sub-section (3) is already law by virtue of section 51 of Ordinance No. 1 of 1865, but it has been found convenient to introduce it into the Stamp Ordinance.

STAMP DUTIES MANAGEMENT ORDINANCE.

The COLONIAL TREASURER moved the first reading of a Bill entitled, "An Ordinance to consolidate and amend the Law relating to the Management of Stamp Duties."

The ATTORNEY-GENERAL seconded, and the Bill was read a first time.

It is stated in the objects and reasons that this Bill is based mainly on the Imperial Stamp Duties Management Act, 1891 (54 and 55 Vict. c. 38), to the corresponding sections of which reference is made in the margin. The licence insisted on by section 3 is, however, only required in the case of moved stamps. Section 7 replaces section 13 of Ordinance No. 16 of 1901. Section 10 is based mainly on the Stamp Duties Management Act, 1891, but certain of its sub-sections, namely, sub-sections (5) and (10) are taken from the Stamp Act, 1891, and sub-sections (8) and (9) are a combination of sub-sections of the Stamp Duties Management Act with sub-sections of section 27 of Ordinance No. 16 of 1901. In

section 13 of the Stamp Duties Management Act the maximum punishment is fourteen years penal servitude. In section 9 of the Stamp Act the penalty is a fine of £50 in addition to any other penalty to which the offender may be liable. The maximum penalty under section 27 of Ordinance No. 16 of 1901 is two years' hard labour.

PRIVATE VEHICLES AMENDMENT ORDINANCE.
The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to amend the Private Vehicles Licensing Ordinance, 1895."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.
This Ordinance, according to the objects and reasons, is introduced to render Ordinance No. 5 of 1895 more intelligible, sections errors having been discovered during the course of the revision of the laws. This Ordinance deals with traffic as well as licences: the word "licensing" has therefore been deleted from the title. No new principle is introduced.

SUPPLEMENTARY ESTIMATES.

The COLONIAL SECRETARY moved the first reading of a Bill entitled, "An Ordinance to authorize the appropriation of a supplementary sum of four hundred and thirty-eight thousand nine hundred and nine dollars and ninety-three cents, to defray the charges of the year 1910."

The COLONIAL TREASURER seconded.

The sum mentioned is to be expended as hereinafter specified:—

Audit Department,	\$ 1,121.18
Treasury,	170.91
Miscellaneous Services,	125 38.32
Judicial and Legal Departments,	1.53
Public Works, Recurrent,	2,355.24
Public Works, Extraordinary,	264,003.53
Post Office,	26,671.31
Pensions,	19,225.87
Total,	\$438,909.93

His Excellency—Gentlemen, the appropriation accounts for the past year present no very remarkable features. All the excesses over the provision which has been made in the estimates have been met out of supplementary votes approved by this Council, and in the case of one or two, such as the large vote for the redemption of subsidiary coinage and the vote for the resumption of a piece of land to extend the Western Market, I gave full explanation to this Council. On page 36 you will find a somewhat large increase in pensions of \$19,000, for which no vote was taken. The total supplementary votes, you will see on page 37, amount to \$824,000. The expenditure in excess of the estimates was therefore only \$876,000, of which \$47,627 were arrears of Military Contributions from 1909 which were already covered by Ordinance No. 1 of 1901. The actual expenditure for the past year stands at \$3,971,113, or \$44,429 under the estimate, but an increase of \$16,274 over the expenditure of last year.

The average exchange for the year stood at 1/9 0/6, and as the estimates have been calculated at the rate of 1/9 this increase was in favour of payments made in sterling and probably accounts for the saving of \$44,000 which appears as a decrease in the estimated expenditure. Other savings were for the most part swallowed up by the large sum for the redemption of subsidiary coinage, which was \$126,282 over the amount provided in the estimates. The sum of \$55,500 stands for the redemption of a piece of land required to extend the old Western Market, and was more than covered by the saving of \$65,326 in the estimate of the land on lot Nos. 442 and 618 in the neighbourhood of the railway. Including this resumption, the public works extraordinary show very large variations from the original estimates, \$214,859 having been spent in works and in resumptions for which no provision had been made. On the other hand, \$325,690 was saved through similar reasons, leaving a surplus of \$110,831 odd. The full explanation appears in the appropriation account against each item on pages 33 and 32. There was very little spent last year on the typhoon refuge. This was due to the necessary delays in which I promised Mr. Osborne should be laid on the table will be laid by the hon. Director of Public Works at our next meeting. The reason it is not laid to-day is that the measurements are incomplete until the 12th of the month. I propose in future to publish an account showing in detail the credit to the fund of special light dues and the credits from every other source and full details of the expenditure and progress made during the year and up to date. The military expenditure, you will see, stands at \$141,394 in excess of last year, although \$7,400 were saved in the expenditure on our Volunteers. This is in part due to the fact that \$47,627, arrears from last year charged to the public debt increased by \$107,000 odd. The reason for that is that in 1909 the charge on this account in the estimate was decreased by \$111,932, in the estimate for 1910 it was increased, owing to very exceptional circumstances, for in that year had been paid during former years which were credited to this vote. You will remember probably that I explained this in great detail in a speech I made at the time on the railway estimates. For the first time the working expenses of the railway, \$73,374, appear in our estimates. Both the railway and the items of, of course, largely increased in the current year, because in 1910 they represent a quarter's payments only. The actual quarter's payments stood at \$6,960,869, and the expenditure at \$6,907,113. Therefore there is a surplus shown on the working of the past year of \$53,756, which has been passed to colonial reserve. This, I think, may be considered fairly satisfactory, but last year was to some extent a year of transition, because, for one thing, we had not realised the full amount of the licence duties. On the other hand, we were not paying full amount for charges on surplus land. The appropriation account for the current year will give us a more reliable indication of how we stand in regard to our financial equilibrium. I trust when the time comes to lay on the table a similar account for the current year that we will have experienced a revival of prosperity which will make our way easier.

When I was speaking the other day on the subject of revenue, I said there were encouraging signs. Since then one other has come to light. It is in the annual trade report published by the Imperial Maritime Customs of China. Looking through it the other day I observed two notable facts in it. They appeared to me undeniable facts, whatever explanation individual members choose to attach to them. They are these. In 1910 the value of China's foreign trade, the highest ever recorded, had reached the total of \$434 million taels. It exceeded the previous figure for 1908 by 178 millions. That is to say, that roughly it increased by 86 million at least in each of those two years. Now

of this increase in 1908 Hongkong took five millions. Last year it took 32½ millions, and that in spite of the gigantic speculation in rubber and in opium, which, as we all know, had such disastrous results. It is quite true that the large sum taken by Hongkong is in part due to the inflated prices of opium, but I think you will agree that it does not destroy the significance of the figures I have given.

LARGELY AMENDMENT ORDINANCE.

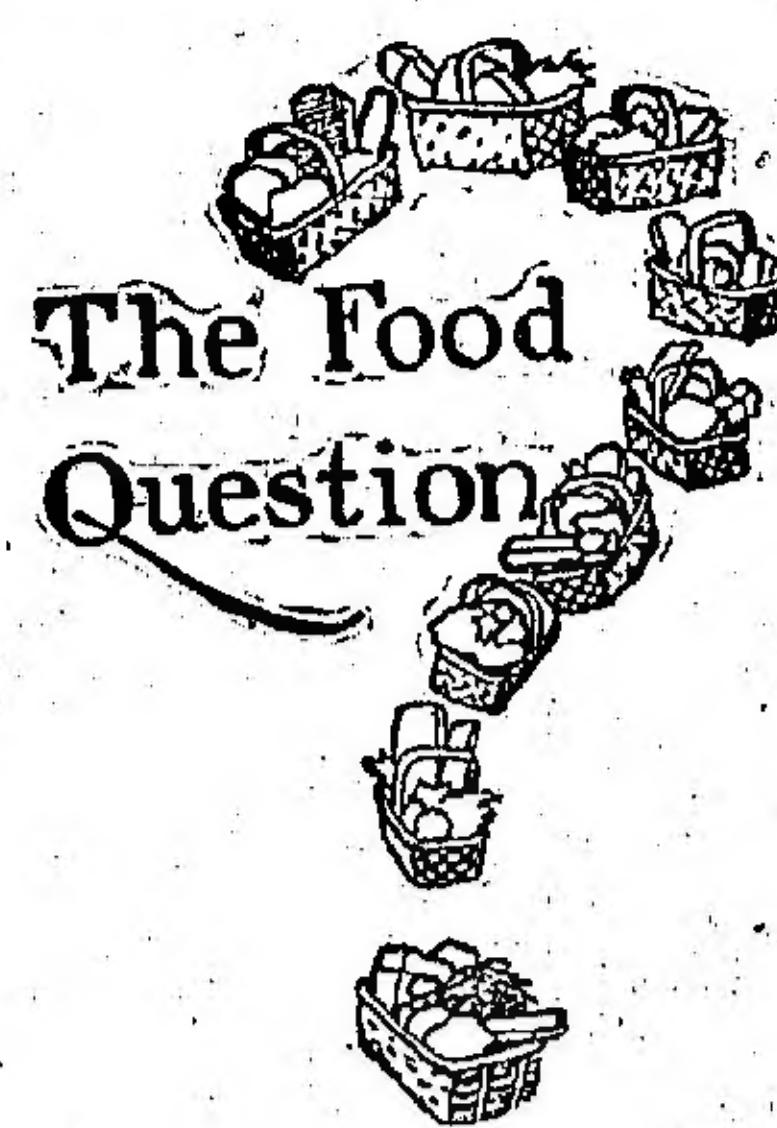
The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to amend the Largely (Amendment) Ordinance, 1909." In doing so he said:—

Until the year 1901, in England w/o agents misappropriated property entrusted to their keeping, they were punished under sections 75 and 76 of the Larceny Act, 1861, and liable to seven years' penal servitude. The corresponding Ordinance in Hongkong is Ordinance No. 5 of 1865, and the corresponding sections are sections 62 and 63. We have not got penal servitude in this Colony, but in adopting English statutes to local use we adopt the principle of giving as many years' penal servitude as there are years of penal servitude in the English statute. Therefore, in sections 62 and 63 of the Larceny Ordinance, 1865, the maximum was made seven years' hard labour. Also in the case of offences against the provisions of sections 64, 65, 67, 68, 69, 70 and 71, which deal with misappropriations by factors, trustees and directors, instead of the punishment being put down at seven years in each case, the punishment is stated as being the same as that under section 62. Now it was found that the provisions of sections 75 and 76 of the English Act did not result in a sufficient number of offenders being brought to book, and so these sections were replaced by the more comprehensive

LARGELY AMENDMENT ORDINANCE.

Continued on page 5.

INTIMATIONS



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Hamburg.

Hongkong, 1st June, 1911. [915]

NOTICE.

NOTICE IS HEREBY GIVEN that the Interest and Responsibility of Messrs. ADOLF HEINRICH ERNST SCHULITZ and SCHULITZ & Co. in the Firm of SCHULITZ & Co. in Hongkong and Canton, has CEASED by mutual consent as from the 1st day of May, 1911, and that MRS. GEORG WILHELM GUSTAV HARTING continues the Business from that Date upon his own account and upon his sole Responsibility.

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HONGKONG, 5th July, 1911. [916]

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Hongkong, 7th July, 1911. [917]

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Hongkong, 7th July, 1911. [918]

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Hongkong, 7th July, 1911. [919]

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KAISERLICH DEUTSCHES KONSULAT.
Canton, 29. Juni 1911. [920]

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Hongkong, 7th July, 1911. [921]

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Hongkong, 1st June, 1911. [976]

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Hongkong, 7th July, 1911. [889]

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NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the HONGKONG HOTEL at 12 Noon, TO-MORROW (SATURDAY), the 8th day of July, when the following Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 17th day of June, 1911, will be submitted for confirmation as Special Resolutions:—

1. That GEO. FENWICK & Co., Ltd., be wound up voluntarily.
2. That the partners in the firm of Messrs. PERCY SMITH, SETH and FLEMING, of Hongkong, be appointed Liquidators, with power for any one of them to exercise any of the powers of such Liquidators.

By Order of the Board of Directors,
JOHN I. ANDREW,
General Manager.
Hongkong, 30th June 1911. [898]

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REGINALD F. C. MASTER,
Hon. Secretary and Treasurer.
Hongkong, 6th July, 1911. [912]

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Hongkong, 28th June, 1911. [888]

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Hongkong, 3rd July, 1911. [904]

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REUTER, BROCKELMANN & Co.
Hongkong and China, 1st July, 1911. [903]

NOTICE.

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The Secretary,
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings,
Hongkong, 22nd June, 1911. [872]

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JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 28th June, 1911. [887]

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Hongkong, 27th January, 1910. [406]

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Hongkong, 21st September, 1905. [478]

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Hongkong, 6th June, 1906. [111-112]

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Hongkong, 1st July, 1911. [113]

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Hongkong, 8th June, 1911. [799]

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Hongkong, 14th February, 1911. [892]

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Hongkong, 31st March, 1911. [121]

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Hongkong, 7th April, 1911. [575]

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Hongkong, 1st July, 1911. [114]

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Hongkong, 5th July, 1911. [118]

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Hongkong, 1st July, 1911. [830]

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Hongkong, 6th July, 1911. [491]

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Hongkong, 27th June, 1911. [879]

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Hongkong, 1st July, 1911. [116]

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C. WOLDINGH, Manager,
No. 16, Des Vaux Road Central,
Hongkong, 4th August, 1909. [24]

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K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911. [659]

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No. 9, Queen's Road, Central,
Hongkong, 21st February, 1911. [628]

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Hongkong, 13th March, 1911. [441]

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WM. DICKSON,
Manager.
Hongkong, 2nd May, 1911. [148]

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For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager.
Hongkong, 24th January, 1911. [12]

BANKS

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LONDON BANKERS
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months, 2% per cent. per annum.
For 6 months, 2 1/2% per cent. per annum.
For 12 months, 4% per cent. per annum.
N. J. STABB,
Chief Manager.
Hongkong, 2nd May, 1911. [19]

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED 1,125,000
PAID-UP 562,000
RESERVE FUND 325,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:
For 12 months 4 per cent.
For 6 " 3 1/2 per cent.
For 3 " 2 1/2 per cent.
F. C. MACDONALD,
Acting Manager.
Hongkong, 29th April, 1911. [122]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE following Cargo is lying unclaimed in Kowloon Godown at Consignee's risk and expense.
Interested parties are requested to send their Bills of Lading for countersignature to the undersigned and take delivery:—
Ex s.s. "SICILIA" arrived 9th April, 1911.
III. Blue 45 pieces Anglo Iron, from Antwerp, do. 7 Bundles
Ex s.s. "DELTA" arrived 27th April, 1911.

N & S 5 cases Advertising Matter, from London.

MP

Ex s.s. "DELHI" arrived 25th May, 1911.
Slings Peak Hotel, 1 case Rifles, from Bombay.
Ex s.s. "NUBIA" arrived 3rd June, 1911.

2288 1 case Gelatine, from London.

10 cases Varnish, from London.

C.P.C. 13/20 8 cases Wine, from London.

Ex s.s. "SIMLA" arrived 11th June, 1911.

1/4 4 cases Lampware, etc., from London.

There is common sense in the use of

Sozodont

Its daily use imparts a whiteness to the teeth without injuring the enamel. It deodorises the mouth, strengthens the gums, and prevents decay and the deposit of tartar. As pleasant in use as it is effective.

Ask your dentist to tell you how good "Sozodont" is.

SOZODONT is made in three forms—powder, liquid, and paste, each equally effective. Try the powder first, it meets the requirements of most people.



AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S

OLD VAT
No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA & MANILA

A. S. WATSON & CO., LTD.

[902]

樽水汽力通士**THIS WONDERFUL SYPHON**

Makes Mineral Water instantly at 90 cents a dozen Syphons. Anyone can do it. Failure is impossible. And you can save 50 per cent. by making your own Mineral Waters at home with the

"PRANA"

SPARKLET SYPHON,

which lasts a lifetime and can be purchased from any Chemist or Store.

PRICE—82 Fähr.

DULPS at 90 cents per box.

WHOLESALE PRICE—

Syphons per doz. \$16.00 f.o.b.
Bulbs per doz. boxes \$8.00 f.o.b.

KWONG SANG HONG, LTD.,

WHOLESALE AGENTS

246 & 248, Des Vœux Road, Central, HONGKONG

行發總

司公限有行生廣港香

報新外中港香**CHUNG NGOI SAN P**

(Chinese Daily Press)

PUBLISHED DAILY.

is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS

Circulates largely throughout Southern China

Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vœux Road, Central, Hongkong 131, Fleet Street, London or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

THE "SANITAS" BEST DISINFECTANTS.

All Kinds and for All Purposes.

AS SUPPLIED TO H.M. GOVERNMENT DEPARTMENTS.

"SANITAS-OKOL," 20 times the co-efficient of carbolic acid. The ideal disinfectant for use in the Tropics. Highest efficiency and lowest cost. Powerful Larvicide. Unaffected by organic matter, and miscible with both fresh and salt water.

"SANITAS-BACTOX" (Saponified Cresols of the same (20) guaranteed co-efficiency. Homogeneous, and miscible with fresh water.

"SANITAS-SOLDIS," a cheap but concentrated Coal Tar Disinfectant of the greatest reliability and guaranteed efficiency.

Supplies of the "SANITAS" DISINFECTANTS may be had of

THE MALACCA GENERAL STORES, LTD., Malacca, F.M.S.
Messrs. FRITCHARD & Co., Penang, S.S.
THE MEDICAL HALL, Battery Road, Singapore.
THE SINGAPORE DISPENSARY, 12, Battery Road, Singapore.
THE BRITISH DISPENSARY, 4, Battery Road, Singapore.
THE BORNEO Co., Singapore.
THE DISPENSARY, LTD., 436, Raffles Place, Singapore.

Launches complete sets of engines operated by kerosene, gasoline (petrol), distillate, coal oil, alcohol, or naphtha. Any one can operate them. All launches guaranteed and tested. High grade pleasure and service motor boats, 15, 18, 20, 25, 30, 35, 40, 45, 50, 60, 75, 80, 90, 100, 120, 150, 180, 200, 250, 300, 350, 400, 450, 500, 600, 750, 800, 900, 1000, 1200, 1500, 1800, 2000, 2500, 3000, 3500, 4000, 4500, 5000, 6000, 7500, 8000, 9000, 10000, 12000, 15000, 18000, 20000, 25000, 30000, 35000, 40000, 45000, 50000, 60000, 75000, 80000, 90000, 100000, 120000, 150000, 180000, 200000, 250000, 300000, 350000, 400000, 450000, 500000, 600000, 750000, 800000, 900000, 1000000, 1200000, 1500000, 1800000, 2000000, 2500000, 3000000, 3500000, 4000000, 4500000, 5000000, 6000000, 7500000, 8000000, 9000000, 10000000, 12000000, 15000000, 18000000, 20000000, 25000000, 30000000, 35000000, 40000000, 45000000, 50000000, 60000000, 75000000, 80000000, 90000000, 100000000, 120000000, 150000000, 180000000, 200000000, 250000000, 300000000, 350000000, 400000000, 450000000, 500000000, 600000000, 750000000, 800000000, 900000000, 1000000000, 1200000000, 1500000000, 1800000000, 2000000000, 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BIG SHIPS AND DEEP HARBOURS.

SIEMSEN & Co.,

FC:

HONGKONG, CANTON AND SOUTH CHINA
AND FORMOSA.



Old river gunboat, 170 tons, 6 guns, 500 h.p.
Lieut. de Maindreville, Upper Yangtze
Peiho river gunboat, 130 tons, 4 guns, 280 h.p.

Parle, sub-marine, 70 tons, 60 h.p., Lieut. Monnier, Saigon
Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol, Hongay.
Protée, sub-marine, 70 tons, 60 h.p., Lieut. — Morris, Saigon

Redoutable, battleship (reserve), 9,330 tons
37 guns, 6,200 h.p., Capt. Drouot, Saigon
Styx, armoured gunboat, 1,800 tons, 8 guns
1,600 h.p. Lieut. Seriot, Saigon.
Takou, destroyer, 230 tons, 3 guns 6,500 h.p.,
In Reserve, Saigon

Vanban, torpedo-depot, Commander Mortenol,
Hongay
Vétéran, torpedo-depot, Lient. Bihel, Cap.
Saint-Jacques
Vigilante, river gauboot, 180 tons, 6 guns, 7 h.p.
Lient. Dumonlin, Sikiang

GERMAN.
Arcona, cruiser, 2,719 tons, Captain von Hippner
Amoy
Illis, gunboat, 1,000 tons, 10 guns, h.p.
Captain Latus
Lagus, gunboat, 900 tons, 10 guns, 1,200 h.p.

Captain Graf von Posadowsky-Wehner
Leipzig, cruiser, Captain Engel
Luchs, gunboat 850 tons, 10 guns, 1,344 h.p.
Captain Bülken
Scharnhorst, armoured cruiser (flagship)
Blücher, armoured cruiser

Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tubes, 6,000 h.p., Kommandant Kolbe (Hans) Bortram
Torpedo boat "Sgo," Kapitän Leut. Heyden

Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p.
 Captain v. Koss
 Tsingtau, gunboat, 170 tons, 5 guns, 1,300 h.p.
 Captain Ross
 Vaterland, gunboat, — tons, 3 guns, 500 h.p.
 Captain Tousseint

ITALIAN.
Calabria, protected cruiser, 2,428, tons, 26 guns,
4,000 h.p., Capitano Maris Casanueva di
Jersereon
Paglia, proposed cruiser, 2,408, tons, 26 guns,
7,000 h.p., Capitano Gusani Visconti Mar.

PORTUGUESE
 Patria, gunboat, 700 tons, Captain J. Afrezo
 UNITED STATES.
 Albany, cruiser, 3 000 tons, C. S. Williams.
 Ararat, gunboat, Lieut.-Comdr. Matt H

Signor
Bainbridge, destroyer, 7 guns and 2 torpedo
tubes Ensign Lloyd W. Townsend
Barry, destroyer, 420 tons, Ena. Edmund S.
Root.
Callao, gunboat 243 tons Ena. J. B. Munsie

Cleveland, cruiser 3,200 tons, Commander
Hugh Rodman, Shanghai
Charleston, battle ship (flagship), 9,700, tons
58 guns, 21,000 h.p., Comdr. John H
Gibbins, Shanghai
Bathmore, cruiser 3,200 tons, Comdr. J. H. Gibson, Shanghai

John D. MacDona'd, Shanghai
 McNair
 Male, destroyer, 420 tons, Lieut. Herbert H.
 Michael

enver, cruiser, 3,200 tons, Comdr. Edward E.
 Cagohart, Shanghai
 alveston, cruiser, 3,200 tons, Commander
 John A. Hoegewerff, Manila
 elena gunboat, 1,392 tons, Comdr. Reuben
 O. Bitler, Shanghai

indero, gunboat, Lieut. George M. Baum
chican (station ship), Commander G. K
ulisbury
enSterey, monitor, 4,600 tons, Lt. D. W. Tod
Olongapo
anchan, transport, 1,577 tons, W. D. Pardeaux

HONGKONG TIDE TABLE.

[illegible]

Week	Days of Month	H'kong Mean Time.	Height	H'kong Mean Time.	Height
		h. m.	ft. in.	h. m.	ft. in.
	7 m	6 29	6 0	1 39	2 1

8	m	7 45 a	3 8	m	0 16	2 9
		7 1	6 4			
		8 45 a	3 8		2 18 a	1 6
9	m	7 32	6 7	m	0 54	3 0
		9 39 a	3 8		2 56	1 2
10	m	8 2	6 9	m	1 30	3 1

es.	11	m	10 26 a	3 9	m	3 33 a	0 9	70
			8 32	7 1	m	2 4	3 2	m
ed.	12	m	11 8 a	3 9	m	4 9 a	0 6	or
			9 3	7 2	m	2 36	3 2	th
	13	m	11 45 a	3 9	m	4 45 a	0 5	to
			9 35	7 2	m	3 0	2 7	

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 6th.			
Previous Day at 4 p.m.	On at 10 a.m.	On at 4 p.m.	Date

ometer	29.78	29.89	29.82
emperature ..	82	82	81
umidity	83	79	80
and Direction ...	SSE	SSE	SSE
Forcetti	4	2	1

Weather	01	0	0
.....	—	0.32	—

Highest open air Temperature on 5th...85
 Lowest open air Temperature on 5th...78

Per value each share £1. Calls paid up are:—

15/	paid	Akor-Pongsu...	...
fy.	"	Anglo-Johore	...
2/fy.	"	Anglo-Malay	...
17/6	"	Bekap...	...
fy.	"	Banteng	...
fy.	"	Batu Caves	...
fy.	"	Batu Kawan	...
15/	"	Batu Tiga	...
fy.	"	Bernam Selangor	...
2/f.	1/	Bernam Perak	...
16/	"		

		Do. Ordinary	...
12/6	"	Bidor	...
2/ fy.	"	Plandi Selangor	...
3/ fy.	"	Bukit Clob	...
fy.	"	Bukit Kajang	...
16/	"		
2/ fy.	"	Bukit Mertajam	...
ptions	"		
fy. paid	"	Bukit Rajah	...
2/ 9	"	Bukit Selangor	...
fy.	"	Custfield	...
8/	"		
fy.	"	Changkat Salak R. and Tin	...
2/ fy.	"	Chersonese	...
6/	"	Cheviot	...
2/ 1	"		...

2/ 1/0	"	Choca Rubber	...
2/ fy.	"	Cicely Ordinary	...
2/ fy.	"	Preferred	...
2/ fy.	"	Consol. Malay	...
fy.	"	Dumansara	...
fy.	"	Dennisto sn	...
2/ fy.	"	Enbi, Selangor	...
fy.	"	Fed. Selangor	...
2/ 1/0	"	Gnn Koo R. Est.	...
15/	"	Garing (Malacca)	...

fy.	fy.	Goleonda	...
fy.	fy.	Golkida Hopa	...
£1	fy.	Galampong	...
fy.	fy.	H. and Lowlands	...
fy.	fy.	Th. Kenneth	...
15/	fy.	Johore Para	...
10/	fy.	Johore H. Landa	...
12/6	fy.	Jong-Landor	...
fy.	fy.	Jugra (Ordinary)	...
17/6	fy.	Jura Estates	...
2	fy.	K'pong Kuantan	...
2	fy.	Kunming	...
fy.	fy.	K. D. Co.	...
fy.	fy.	Kapur Para	...
fy.	fy.	Kelisa	...
fy.	fy.	Pepong	...

7/6	"	Killinghall	...	...	...
2/ fy.	"	Kintu Kellas	...	...	...
fy.	"	Klanang	...	...	...
2/ fy.	"	Klan-Kellus	...	...	...
3/1/	"	Kota Tinggi	...	...	...
10/	"	Kota Tinggi	...	...	...
fy.	"	Kota Tinggi	...	...	...
15/	"	Kuala Lumpur	...	...	...
fy.	"	Kuala Lumpur	...	...	...
fy.	"	Kuala Lumpur	...	...	...
2/ fy.	"	Kuala Pahi	...	...	...
2/ fy.	"	Kuala Selangor	...	...	...
2/ fy.	"	Labu	...	...	...
fy.	"	Labu	...	...	...
15/	"	Lanadron	...	...	...
fy.	"	Lanadron	...	...	...
7/6	"	Lanadron	...	...	...
2/15/	"	Lendu	...	...	...
2/ fy.	"	Linggi	...	...	...
fy.	"	Linggi	...	...	...

13/	"	Chancé	...	...
13/	"	Lumut Est.	...	...
21/	"	Madingley Est.	...	...
25/	"	Malacca 7 1/2	Cum. Partici-	...
			pating Prof	...

COMING OF THE UNARDEES.

Harbour authorities were not permitted to sit down to scrupitities and discuss the aspect quietly and leisurely. The general public on both sides of the Atlantic galvanised those responsible for the prosperity and modernity of their ports into activity, and loudly demanded when they would wake up to the new arrangement. One or two boat engineers under the banner of the "Celtic" class, the cruder than a 1,000-foot 50,000-ton liner within less than half a century. The "Celtic" class could suffice for several years. And then con-

returned to rouse back into a false sense of security. But such was denied them. They had scarcely got over the shock produced by Lord Curzon's pronouncement when they were jolted again by the news that the Cunard Line was laying down two liners, 790 feet long, of 88 feet beam, 60 feet deep, and with a maximum draught displacement of 45,000 tons, to cross the Atlantic at a minimum average speed of 24 knots!

Harbour authorities wasted no further time. They set to work in grim earnest, struggling to make up the time they had lost by their inaction. When a projected vessel of any dimensions gets so far as the keel-blocks afloat it is, long, relatively speaking, before the creation of a slip down the hunching-ways into the water. And ships can be built faster than docks can be enlarged, or navigable channels can be dredged.

but the announcement that the tide gauge was to be removed has arrived at the town. The engineers can't promote a healthy antagonism between two opposing forces of engineers. It has appeared there has been a constant warfare between ship-builders and shipowners on the one side and harbour authorities on the other. He later has striven with might and main to stop the development, but it would be just as good to stop the hands of a clock, or to upset the alternating movement of the tides. The harbour engineers say that docks and piers must meet the requirements of sailing vessels, and that the requirements are dipping, and that the docks are dipping; their lands continually dip into their pockets. But so do the vessels money-far more both in initial outlay and maintenance than the docks; and if they pay their owners, surely they must be re-

...narrative to the ports they frequent. This competition between the two sides has been attended by a development in America which is as amusing as it is absurd. The port of New York has been put to incessant expense to meet the growing dimensions of British ships, and in the course of the years or so that have elapsed the enormous expenditure has been made for the formation of an organisation of reputed business men with the object of forcing the British shipping companies and builders to stay in the hands. The alternative is a refusal to provide accommodation. How such an ostrich-movement could achieve the desired and it is difficult to explain, for the owners have the hand. If one port will not provide what want-well, they must use another which so; and trade once diverted from a certain it is difficult to regain.

This country has not been free from a similar
 rule on the part of those supposedly in con-
 of a port's welfare. Harland and Wolff
 constantly at loggerheads in regard to dredg-
 and other operations at Belfast. The launch
 every succeeding mammoth ship is responsible
 (Continued on page 7)

SINGAPORE, June, 13

Per value each share £1. Calls paid up are:—	Malayan Companies	Singapore Fraser & Co's Prices, May 17	Dividends	Par value each share £1. Calls paid up are:—	Malayan Companies.	Singapore Fraser & Co's Prices, May 17	Dividend
15/ paid	Alor-Roussu...	.....	.....	fy. paid	Malacca Ordinary ..	10.30	.....
2/ fy. "	Anglo-Johore ..	.....	.....	2/ fy. "	Merliman ..	5/-	.....
2/ fy. "	Anglo-Malay ..	19.3	100%	fy. "	Morton Syndicate ..	.....	10%
17/3 "	Batu ..	.....	.....	fy. "	Mount Austin ..	1.12.0	.....
fy. "	Batu Caves ..	16.00	5%	2/ fy. "	Narborough Est. ..	.....	25%
fy. "	Batu Kawan ..	.....	100%	14/ "	North Hummock ..	4/3	.....
15/ "	Batu Tiga ..	5.00	10%	2/ fy. "	Padang Jawa ..	.....	320%
2/ 1/ "	Berembang Selangor ..	.....	.....	2/ fy. "	Pandan Johore ..	2.80	.....
16/ "	Bernam Perak ..	.....	6%	fy. "	Petaling ..	.....	.....
fy. "	Do. Ordinary ..	.....	.....	10/ "	Pelohah (Johore) ..	7/6	12 1/2%
12/6 "	Bidor ..	.....	.....	12/6 "	Penciro Est. ...	.....	.....
2/ fy. "	Blanda Selangor ..	.....	.....	17/6 "	Prye ..	.....	10%
2/ fy. "	Bukit Clich ..	.....	.....	12/6 "	Ratanuf ..	.....	6%
15/ "	Bukit Kajang ..	2.80	11 1/2%	fy. "	Rembia ..	10/- pm	.....
2/ fy. "	Bukit Mertajam ..	2/10	.....	2/ fy. "	Rim ..	.....	.....
Options	Bukit Rajah ..	14.50	80%	15/ "	R. Est. of Krian ..	.....	.....
fy. paid	Bukit Selangors ..	6.50	7 1/2%	2/ fy. "	R. of Johore ..	12.10.0	50%
2/ 9/ "	Castlediel ..	.....	.....	21 fy. "	Sagua ..	5.70	40%
fy. "	Changkat Salak R. and Tin ..	.....	.....	15/ "	Selangor ..	2.9 1/2	37 1/2%
2/ fy. "	Chersonese ..	3.11	.....	10/ "	Selektor Rubber ..	.....	.....
5/ "	Cheviet ..	.....	.....	fy. "	Sempah ..	1.17.3pm	.....
2/ 1/6 "	Chota Rubber ..	.....	.....	fy. "	Seremban ..	4.7.3	36%
2/ fy. "	Cleely Ordinary ..	2.2.6	150%	2/ 1/2 fy. "	Seremban ..	3.7.0	3 1/2%
2/ fy. "	" Preferred ..	2.2.8	153 1/2%	fy. "	Shelford ..	.....	.....
2/ fy. "	Counsel Malay ..	19.0	100%	2/ fy. "	Siginting (N. S.) ..	5/-	12 1/2%
fy. "	Damansara ..	6.50	75%	10/ 15/6 "	Singapore Para ..	9/6	7 1/2%
2/ fy. "	Dennistown ..	.....	.....	17/6 "	Singapore R.R. ..	.....	.....
2/ fy. "	Dohs Selangor ..	12/-	30%	fy. "	Singai Balur ..	4.12.6	20%
2 1/2 "	Ed. Selangor ..	.....	90%	2/ fy. "	Singai Choh ..	15/6	55%
15/ "	Gin Koe R. Est. ..	.....	.....	10/ 15/ "	Singai Kapar ..	.....	.....
fy. "	Garing (Malacca) ..	.....	.....	12/6 "	Singai Krait ..	.....	.....
fy. "	Golden Hope ..	5.2.4	25%	fy. "	Singai Liang ..	.....	.....
£1 fy. "	Gula-Kalumpang ..	5.15.0	40%	fy. "	Singai Salak ..	1.5.0	10%
fy. "	H. and Lowlands ..	4.11.6	50%	fy. "	Singai Way ..	3.17.6	30%
10/ "	Inch Kenneth ..	12.10.0	25%	7/6 "	Tangli ..	.....	.....
13/3 "	Johore Para ..	.....	.....	fy. "	Third Mile ..	.....	.....
fy. "	Johore R. Lands ..	.....	.....	15/ "	Tremelby ..	.....	10%
17/6 "	Jong-Lander ..	.....	.....	2/ fy. "	Utd. Sua Betong ..	.....	.....
2/ fy. "	Jura (Ordinary) ..	.....	25%	2/ fy. "	Yal d'Or Est. ..	.....	.....
2/ 1/ "	K'pong Kuantan ..	4/- pm	15%	.....	Yallambrosa ..	1.12.3	75%
2/ fy. "	Kamuning "A" ..	0/-	.....	5/ paid	Trust and Finance Companies.	.....	.....
fy. "	Do. "B" ..	7.18.0	65%	Options	Anglo-Straits R. T. ..	.....	.....
fy. "	Kapar Para ..	.....	7 1/2%	5/ paid	Eastern Internat. Trust ..	.....	20%
7/6 "	Kellas ..	.....	.....	Options	Mid-East Invest ..	.....	.....
2/ fy. "	Killinghall ..	.....	67 1/2%	10/ paid	Rubber Plants. Inves. Trust ..	.....	7 1/2%
2/ 1/ "	Kinta Kellas ..	.....	.....	15/ "	R. Share Trust ..	.....	.....
fy. "	Klang ..	.....	.....	.....	Strait. M. & Trust ..	.....	.....
10/ "	Klian-Kelian ..	.....	.....	fy. paid	India, Ceylon, Borneo, Java and Sumatra.	.....	.....
15/ "	Kota Tinggi ..	.....	.....	fy. "	Anglo-Java ..	.....	.....
fy. "	Krabbong ..	.....	20%	fy. "	Ashan (Sumatra) ..	.....	.....
fy. "	Kuala Klang ..	7.45	75%	fy. "	Bagawan R. ..	.....	.....
2/ fy. "	Kuala Lumpur ..	.....	.....	17/6 "	Beaufort ..	.....	.....
2/ fy. "	Kuala Pah ..	11/9	30%	12/6 "	Central Sumatra ..	.....	.....
2/ fy. "	Kuala Selangor ..	.....	.....	5/ "	Indian Peninsula ..	.....	.....
15/ "	Labu ..	4.2.6	12 1/2%	15/ "	Java Amudang ..	.....	.....
2/ fy. "	Landrou ..	3.10.0	10%	17/6 "	Kimanis ..	.....	.....
7/6 "	Ledbury ..	1.17.6pm		fy. "	Langkou ..	.....	.....
2 1/5 "	Lendu ..	.....	.....	fy. "	Manchester ..	.....	.....
2/ fy. "	Linggi ..	2.5.0	150%	fy. "	Nirmala (Java) ..	.....	.....
2/ fy. "	London Asiatic ..	11/5	25%	10/ "	Pontianak ..	.....	.....
13/ "	Lumut Est. ..	17/6	.....	2/ fy. "	Sumatra Para ..	4/6	33 1/2%
2/ fy. "	Madang Est. ..	.....	.....	10/ "	Sumatra Props. ..	4.18.9	10%
fy. "	Malacca 7 1/2% Cum. Partici-	.....	.....	fy. "	Utd. Sordana ..	4.18.9	10%
	pating Pref ..	9 7/3	10	2/ fy. "	Utd. Sumatra ..	7/8	80%

THE DIRECTORY & CHRONICLE 1911

PHILIPPINES, BORNEO, ETC.

NAVAL SQUADRONS

British	German	Austrian
French	Japanese	United States
	Siamese	Italian

OFFICERS OF COAST AND RIVER STEAMER.

The Book is printed from New Type specially prepared for the purpose, and uniformity in every arrangement greatly facilitates reference.

The features in the 1911 Edition are the

CLASSIFIED LISTS OF TRADES and PROFESSIONS

at the larger Commercial Centres.

The

ALPHABETICAL LIST of RESIDENTS

contains the names of over

20,000 FOREIGNERS,

carefully arranged, with the initials as well as

the Surames in strictly Alphabetical Order,
so that any name can be found instantly.

THE MAPS AND PLANS
have been surveyed by one of the most eminent
Persons in Great Britain and are corrected and
authenticated to date. They consist this year of
the following

COLOURED PLATE OF PLACES OF FOREIGN HONGS
MAP OF THE FAR EAST
PLAN OF YOKOHAMA
PLAN OF KOBE AND HYOGO
PLAN OF FOREIGN SETTLEMENTS, TIENTSIN
PLAN OF TIENTSIN (KIAOCHAU)
PLAN OF THE CONVENTION, SHANGHAI
PLAN OF HONOKUW (SHANGHAI) with JESS
Showing the EXTENDED SETTLEMENT
LARGE PLAN OF THE CITY OF VICTORIA
PLAN OF NEW TERRITORY (KOWLOON)
PLAN OF KOWLOON
PLAN OF MANILA
PLAN OF SAIGON

The **CHRONICLE** covers the notable events the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Consular and Consular, Scales of Commissions Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including.

The **CHRONICLE** and **DIRECTORY**, although condensed in every possible manner, contains every year more pages.

It was years ago universally pronounced to be the cheapest work of the kind anywhere published, and although very much enlarged

and improved in every way, the price in silver now below the equivalent of £1 5s, at which was originally published.

It is published at the Office of the *Hongkong Daily Press*, and can be had from, and Advertisements sent through, the principal Book-sellers in Asia and through:—

LONDON "Hongkong Daily Press" Office
131, Fleet Street, E.C.

SINGAPORE Mr. F. Algar, 11, Clement's Lane.

LONDON Messrs. G. Street & Co., Ltd.
80, Cannon Street, E.C.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELTA	Noon, 8th July	See Special Advertisement.
SHANGHAI, MOJI, KOBE, NAGASAKI, and YOKOHAMA	Capt. E. P. Martin, R.N.R.	July	
SHANGHAI, MOJI, KOBE, NAGASAKI, and YOKOHAMA	Capt. G. Phillips	About 12th July	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. F. J. Fox	About 15th July	Freight and Passage.
SHANGHAI	DELHI	About 20th July	Freight and Passage.
SHANGHAI, MOJI, KOBE, NAGASAKI, and YOKOHAMA	Capt. H. S. Bradshaw	July	
SHANGHAI, MOJI, KOBE, NAGASAKI, and YOKOHAMA	Capt. F. E. Andrews, R.N.R.	About 27th July	Freight only.

For Further Particulars apply to
E. A. HEWETT,
Superintendent.

H. 1000, 7th July, 1911.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 7th July, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, CANTON, CAITANS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 7th July, 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 8th July, 4 P.M.
SHANGHAI	"CHENAN"	On 8th July, 4 P.M.
HAIPHONG	"SINGAN"	On 9th July, 8 A.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 11th July, 4 P.M.
SHANGHAI	"LINAN"	On 13th July, 4 P.M.
SHANGHAI	"CHINHUA"	On 15th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woonan.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
HONGKONG, 7th July, 1911.

BUTTERFIELD & SWIRE,
AGENTS.

HAMBURG-AMERIKA LINIE
IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE and YOKOHAMA:	For ROTTERDAM, HAMBURG and ANTWERP:
S.S. SILESIA ... 16th July	S.S. BRASILIA ... 10th July
S.S. AMBRIA ... 28th July	For MARSEILLES, HAVRE and HAMBURG:
S.S. ALESIA ... 9th Aug.	S.S. SILVIA ... 21st July
S.S. RHEINFELS ... 25th Aug.	For HAVRE, BREMEN and HAMBURG:
S.S. SUEVIA ... 6th Sept.	S.S. SPEGIA ... 3rd Aug.
S.S. SACHSEN ... 20th Sept.	For ROTTERDAM and HAMBURG:
S.S. DAYERN ... 26th Oct.	S.S. BRISGAVIA ... 7th Aug.
	For HAMBURG and ANTWERP:
	S.S. SAXONIA ... 10th Aug.
	For ROTTERDAM and HAMBURG:
	S.S. SEGOVIA ... 12th Aug.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Thursday, 8th July, 12 Light.
MANILA	"YITENSANG"	Saturday, 8th July, 2 P.M.
TIENTSIN VIA TSINGTAU	"CHITSEANG"	Sunday, 9th July, 12 Light.
SHANGHAI, KOBE and MOJI	"KUTSANG"	Friday, 14th July, Noon.
SINGAPORE, PENANG and CALCUTTA	"NAMANG"	Saturday, 15th July, Noon.
MANILA	"LOONGSANG"	Saturday, 15th July, 2 P.M.
SANDAKAN	"MAUSANG"	Thursday, 20th July, Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMANG" and "MAUSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtao, Weihaiwei, Chefoo, Tientsin and Newchwang.

Taking Cargo on Through Bills of Lading to Kaitai, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHEW

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 7th July, at 11 A.M.
"HAICHING"	Capt. W. C. Pasamore	TUESDAY, 11th July, at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAITANG" ... Capt. J. W. Evans ... SUNDAY, 9th July, at Noon.

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 7th July, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, Noon
TENYO MARU	21,000	E. Bent	FRIDAY, July 23rd, Noon
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon
CHIYO MARU	21,000	W. W. Greene	FRIDAY, Sept. 14th, Noon

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 21st July, at Noon.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO)

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, Noon
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon
HONGKONG MARU	11,000	H. Kinokuna	WED'DAY, Dec. 15th, Noon

THE Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

FARES FROM HONGKONG,	
to SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	£ 60-0-0, "
" LONDON	£ 71-10-0, "
"	£ 120-0-0, Return 6 Months
"	£ 125-0-0, " 24 "
" SALINA CRUZ or MANZANILLO	Yen. 420-00, Single
" VALPARAISO	Yen. 570-00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense—

TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,
King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons	LEAVES.
VICTORIA, R.C. & TACOMA	"CHICAGO MARU"	6,182	WED'DAY, 12th July, at 11 A.M.
VIA KEELUNG, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 9th Aug. at 11 A.M.
	"SEATTLE MARU"	6,182	WED'DAY, 6th Sept. at 11 A.M.
VICTORIA, R.C. & TACOMA	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.
VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug. at 11 A.M.

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI VIA SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 9th July, at 10 A.M.
ANPING VIA SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 12th June, at 10 A.M.

During the two months of July and August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of—

1ST CLASS \$45.50 2ND CLASS \$29.90.

For information of Freight, Passage, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

7721

"The Beer That's Brewed to Suit The Climate"

JUST THE THING FOR A PICNIC

A SMALL CASK OF—

O. B.
BEER.

Fresh from the Brewery.

"Just Try It"

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	HITACHI MARU	7,000	SUNDAY, 9th July, at Daylight
	MIYASAKI MARU	9,000	WED'DAY, 17th July, at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU	7,000	SATURDAY, 15th July, from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	TAMBA MARU	7,000	TUESDAY, 13th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AWA MARU	7,000	TUESDAY, 15th Aug. at 4 P.M.
BOMBAY via SINGAPORE, and COLOMBO	NIKKO MARU	6,000	FRIDAY, 7th July, at Noon
	KUMANO MARU	6,000	FRIDAY, 4th Aug. at Noon
	BOMBAY MARU	5,000	TUESDAY, 11th July
SHANGHAI, and KOBE	YOSA MARU	6,000	WED'DAY, 19th July
KOBE and YOKOHAMA	HIRANO MARU	9,000	THURSDAY, 20th July, at 11 A.M.
KOBE and YOKOHAMA	YAWATA MARU	5,000	WED'DAY, 2nd Aug. Noon.

† Calling at Diliouti.

§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. ‡ Cargo only.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

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T. KUSUMOTO, MANAGER.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION)

STEAMERS	Tons	SAILING DATES
MONGOLIA	27,000	FRIDAY, 14th July, at Noon.
KOREA	18,000	FRIDAY, 11th Aug. at 1 P.M.
SIBERIA	18,000	FRIDAY, 25th Aug. at 1 P.M.
MANCHURIA	27,000	FRIDAY, 25th Sept. at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept. at 1 P.M.
KOREA	18,000	SATURDAY, 24th Oct. at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov. at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov. at 1 P.M.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via AMOY, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 14th July, at Noon.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BEETH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Government of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consular Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 4th Aug., at 1 P.M.

CHINA 10,200 Tons FRIDAY, 1st Sept., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 4th August, at 1 P.M.

On the Five MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.

HONGKONG TO SAN FRANCISCO via New York " " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports

For further information as to Passage and Freight, apply to the Agency of the Companies

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.Head Office for the Far East:— 16, DES VIGUEUX ROAD, HONGKONG.
SHANGHAI: 23, FOOCHEW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

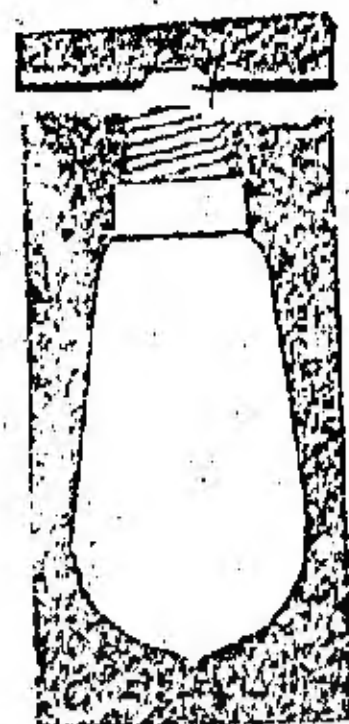
CHIEF OFFICE:— LUDGATE CIRCUS, LONDON, E.C.

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"GRAETZ."

METALLIC FILAMENT
LAMPS

Savings in current 70%

EHRICH & GRAETZ,
BERLIN S. O. 36.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.**CH. WEISS, TROSSINGEN.**

Manufacturers of

MOUTH ORGANS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

July 6th.

ON LONDON:—		
Telegraphic Transfer	198	
Bank Bills, on demand	198	
Bank Bills, at 30 days' sight	198	
Bank Bills, at 4 months' sight	198	
Credits, at 4 months' sight	198	
Documentary Bills 4 months' sight	198	
ON PARIS:—		
Bank Bills, on demand	228	
Credits, at 4 months' sight	228	
ON GERMANY:—		
On demand	184	
ON NEW YORK:—		
Bank Bills, on demand	437	
Credits, at 60 days' sight	44	
ON BOMBAY:—		
Telegraphic Transfer	135	
Bank, on demand	135	
ON CALCUTTA:—		
Telegraphic Transfer	135	
Bank, on demand	135	
ON SHANGHAI:—		
Bank, at sight	74	
Private, 30 days' sight	75	
ON YOKOHAMA:—On demand		88
ON MANILA:—On demand—Pesos		88
ON SINGAPORE:—On demand		77
ON BATAVIA:—On demand		108
ON HAIPHONG:—On demand		14 p.m.
ON SAIGON:—On demand		84
ON BANGKOK:—On demand		84
SOVEREIGNS, Bank's Buying Rate		\$11.00
GOLD LEAF, 100 fine, per taal		\$57.50
BAR SILVER, per oz.		24 1/2 d.
SUBSIDIARY COINS.		
		per cent.
Chinese	20 cents pieces	\$7.24 discount.
Chinese	10 "	\$7.57
Hongkong	20 "	\$7.00
Hongkong	10 "	\$7.38

SHARE LIST.—QUOTATIONS. HONGKONG, JULY 6TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$120	all	188 1/2 buyers
National Bank of China, Limited	99,925	\$7	all	188 1/2 buyers
China Bank of Commerce, Limited	60,000	\$12	all	188 1/2 buyers
China Light and Power Company, Limited	50,000	\$5	all	188 1/2 buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	188 1/2 buyers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	11s. 50	all	11s. 75
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	11s. 75
International Cotton Manufacturing Co., Ltd.	10,000	11s. 75	all	11s. 46
Leong Keng-Mow C. Spin. & Weav. Co., Ltd.	5,000	11s. 100	all	11s. 53 1/2
Soy Chee Cotton Spinning Co., Limited	40,000	11s. 30	all	11s. 22
DAIRY FARM COMPANY, LIMITED				
Dairy Farm Company, Limited	40,000	\$7 1/2	all	21 1/2 buyers
DOCKS AND WHARVES.				
Hongkong & Whampoa Dock Co., Ltd.	60,000	\$50	all	49 1/2
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	49 1/2 buyers
New Amoy Dock Co., Limited	50,000	11s. 100	all	11s. 60
Shanghai Dock and Engineering Co., Ltd.	36,000	11s. 120	all	11s. 82 1/2 sellers
Shanghai Dock and Engineering Co., Ltd.	18,000	\$20	all	83 1/2 sellers
Fenwick & Co., Limited	400,000	\$20	all	83 1/2 buyers
Green Island Cement Co., Limited	7,000	\$10	all	119 1/2
Hongkong and China Gas Co., Limited	60,000	\$10	all	82 1/2 buyers
Hongkong Electric Co., Limited	120,000	\$50	all	112 1/2
Hongkong Hotel Company, Limited	10,000	\$50	all	87 1/2
Manila Metropolitan Hotel Limited	10,000	\$50	all	87 1/2
Hongkong Ice Company, Limited	60,000	\$10	all	87 1/2 buyers
Hongkong Rope Manufacturing Co., Limited	10,000	\$10	all	87 1/2 buyers
Hongkong & South China Steam Fisheries Co., Ltd.	10,000	\$10	all	87 1/2 buyers
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$10	all	87 1/2 buyers
China Fire Insurance Co., Limited	20,000	\$10	all	87 1/2 buyers
China Traders Insurance Co., Limited	20,000	\$10	all	87 1/2 buyers
Hongkong Fire Insurance Co., Limited	10,000	\$10	all	87 1/2 buyers
North China Insurance Co., Limited	10,000	\$10	all	87 1/2 buyers
Yongze Insurance Association, Limited	12,000	\$10	all	87 1/2 buyers
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	10,000	\$10	all	87 1/2 buyers
Hongkong Land Investment Agency Co., Ltd.	10,000	\$10	all	87 1/2 buyers
Kowloon Land and Building Co., Ltd.	70,000	11s. 50	all	11s. 94
Shanghai Land Investment Co., Limited	12,500	\$10	all	87 1/2
MINING.				
Société Française des Charbonnages du Tonkin	10,000	11s. 250	all	87 1/2
Raub Australian Gold Mining Co., Ltd.	20,000	\$10	all	87 1/2
Peak Tramways Co., Limited	50,000	\$10	all	87 1/2
Philippine Co., Limited	10,000	\$10	all	87 1/2
REFINING.				
China Sugar Refining Co., Limited	20,000	\$10	all	87 1/2
Lyons Sugar Refining Co., Limited	7,000	\$10	all	87 1/2
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$10	all	87 1/2
Douglas Steamship Co., Limited	20,000	\$10	all	87 1/2
Hongkong, Canton & Amoy S.S. Co., Ltd.	60,000	\$10	all	87 1/2
Indo-China Steam Navigation Co., Ltd.	60,000	\$10	all	87 1/2
Shell Transport & Trading Co., Limited	25,000	\$10	all	87 1/2
Star Ferry Company, Limited	10,000	\$10	all	87 1/2
South China Morning Post, Limited	10,000	\$10	all	87 1/2
Steam Laundry Company, Limited	20,000	\$10	all	87 1/2
STOKES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	87 1/2
Wm. Powell, Limited	15,000	\$10	all	87 1/2
Watkins, Limited	10,000	\$10	all	87 1/2
A. S. Watson & Co., Limited	90,000	\$10	all	87 1/2
W. Watson, Limited	3,000	\$10	all	87 1/2
H. Price & Co., Ltd.	15,000	\$10	all	87 1/2
United Asbestos Oriental Agency, Limited	2,000	\$10	all	87 1/2
Union Water-Test Co., Limited	100,000	\$10	all	87 1/2
RUBBER.				
Para Rubber in London				4 1/2 per lb. buyers
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1890	11s. 767,200	11s. 250	1/2 p. annua	11s. 767,200

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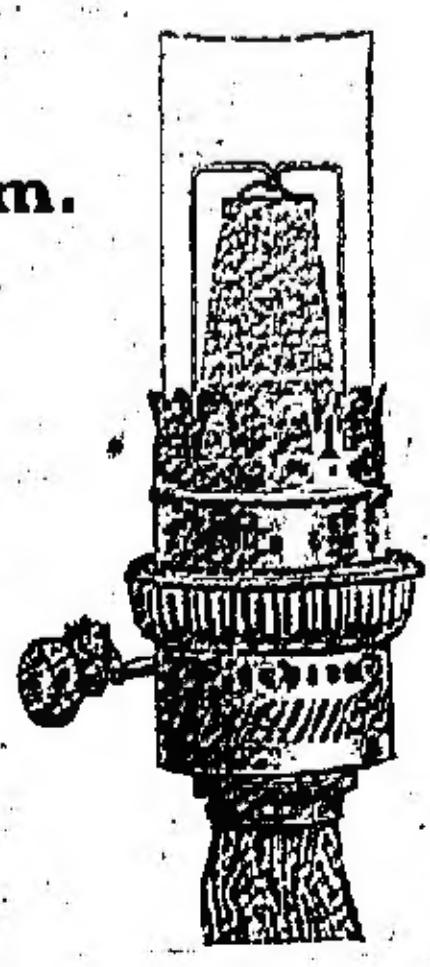
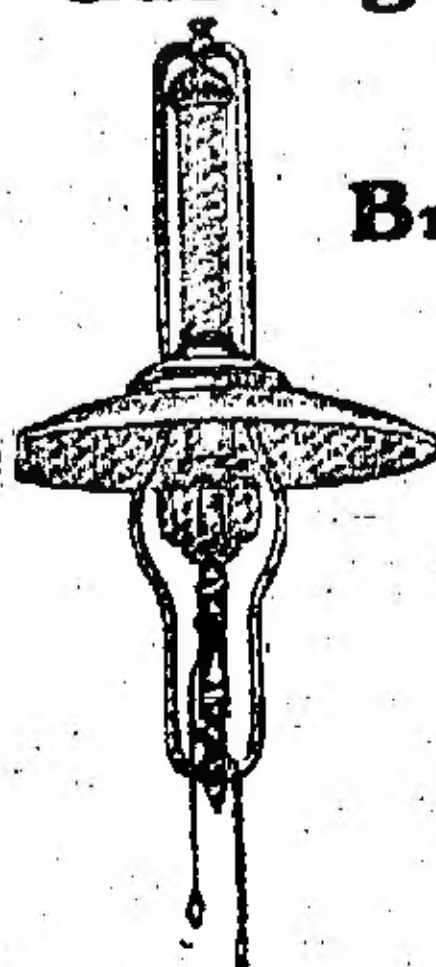
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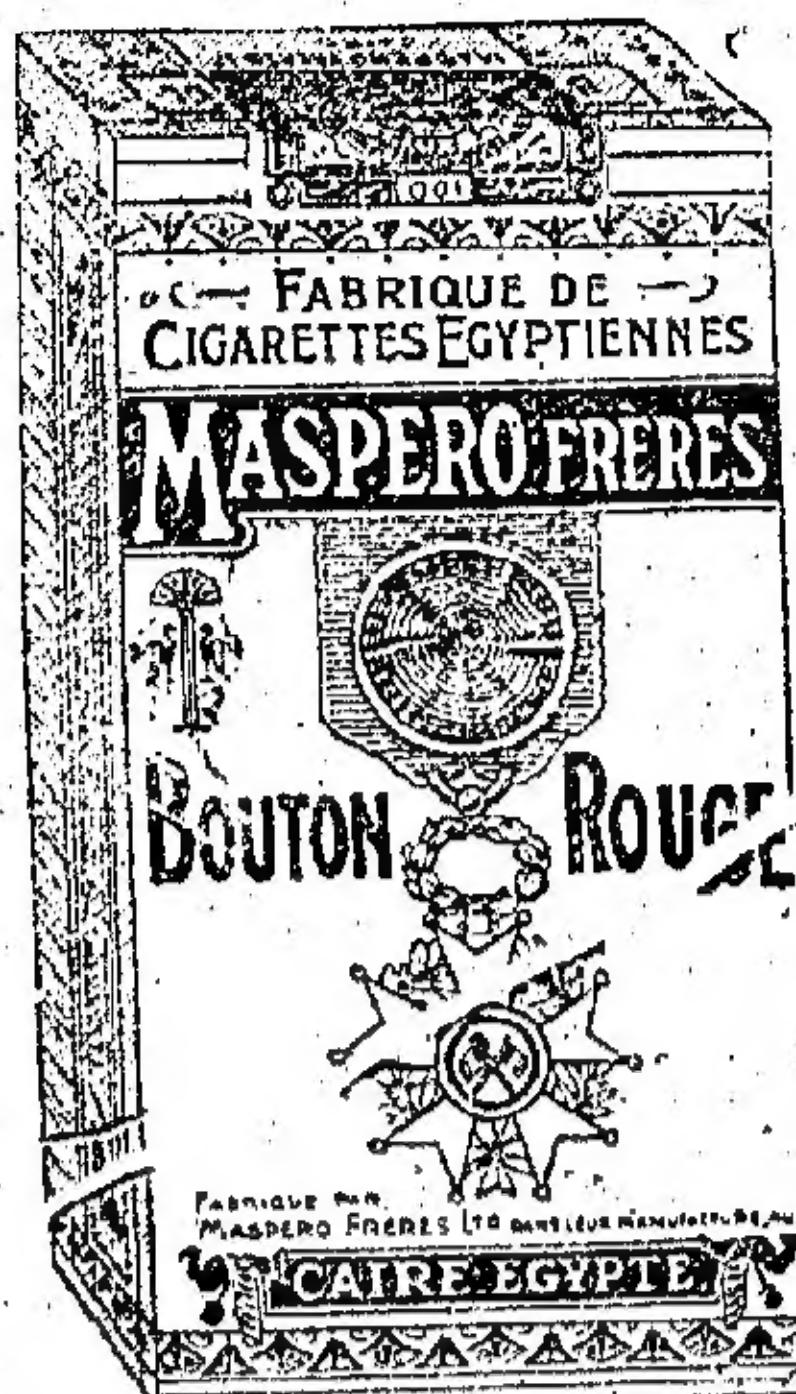


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CLEARING OUT STOCK OF MANTLES AND FITTINGS AT CUTPRICES. 173

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WELCH'S GRAPE JUICE	DRAUGHT ALES & STOUTS		

TO-DAY
2.15 p.m.—Hippodrome Cinema at Causeway Bay.

TO-MORROW
Noon—Extraordinary General Meeting of Geo. Fenwick & Co., Ltd., at Hongkong Hotel.
3.30 p.m.—Third Meeting of Hongkong Gymnastic Club, at Happy Valley.

FORTHCOMING EVENTS.
Saturday, 15th July—Extraordinary General Meeting of the National Bank of China, Ltd., 12.30 p.m.
Thursday, 20th July—Lecture on Christian Science by W. D. McCracken, M.A., C.S.E., at Theatre Royal, 8 p.m.

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Malaya New ... 42,200/2,500 per pint.
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Bamars Old ... 42,400

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Delhi*, with the Siberian Mail, is due to arrive here to-day.

FOR	PER	DATE
Swatow, Amoy and Foochow	Hocheu	Friday, 7th, 10.00 A.M.
Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Nipko Mare	Friday, 7th, 11.00 A.M.
Macao	Sui Tai	Friday, 7th, 1.15 P.M.
Shanghai	Amoy	Friday, 7th, 3.10 P.M.
Swatow and Shanghai	Huapong	Friday, 7th, 5.00 P.M.

Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Eastern	Saturday, 8th, 10.00 A.M.
Manila, Cebu, Iloilo, Zambanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Chongchui	Saturday, 8th, 1.00 P.M.
Singapore, Penang and Calcutta	Japan	Saturday, 8th, 10.00 A.M.
Singapore	Latut	Saturday, 8th, 10.00 A.M.

EUROPE, A.C. INDIA VIA TATACORIN
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Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
The Parcel mail will be closed to-day at 5 p.m.

Manila, Cebu and Iloilo	Yupasang	Saturday, 8th, 1.00 P.M.
Macao	Sui Tai	Saturday, 8th, 1.15 P.M.
Satara	Deabighship	Saturday, 8th, 2.00 P.M.
Yokohama, Chikao and Tientsin	Huachow	Saturday, 8th, 3.00 P.M.
Haiphong	Shapin	Saturday, 8th, 5.00 P.M.
Tientsin and Tientsin	Chipsing	Saturday, 8th, 5.30 P.M.

Shanghai	Chennan	Saturday, 8th, 5.00 P.M.
Amoy, Keriung, Shanghai, Nagasaki, Kobe, Yokohama, Sumidzu, Yokohama, Hongkong and San Francisco	Sui Tai	Monday, 1st, 1.15 P.M.
Macao	Rabi	Monday, 1st, 3.00 P.M.
Manila, Cebu and Iloilo	Huiching	Tuesday, 11th, 10.00 A.M.
Swatow, Amoy and Foochow	Catherine Appear	Tuesday, 11th, 10.00 A.M.
Singapore, Penang and Calcutta	Kufong	Tuesday, 11th, 3.00 P.M.
Manila, Cebu and Iloilo	Chicago Mare	Wednesday, 12th, 10.00 A.M.
Yokohama, Nagasaki, Kobe, Yokohama, Sumidzu, Yokohama, Hongkong and San Francisco	Chicago Mare	Wednesday, 12th, 10.00 A.M.

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Singapore, Penang and Calcutta	Capri	Thursday, 13th, 11.00 A.M.
Manila, Cebu and Iloilo	Loongang	Thursday, 13th, 3.00 P.M.
Manila, Cebu, Iloilo, Yap, Angaur, Friedrich, Wilhelmshafen, Ratan, Herberthshof, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Prins Sigismund	Saturday, 15th, 3.00 P.M.
Sancti	Mausang	Thursday, 20th, 11.00 A.M.